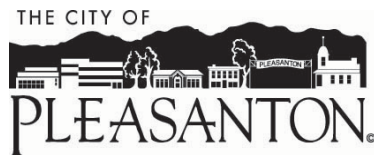


2013 Employee and Resident Transportation Survey

Overall Report

Pleasanton, California

Prepared for:



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City of Pleasanton
2013 Employee and Resident Transportation Survey

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Introduction

The City of Pleasanton regularly surveys residents and employees to determine their commute behavior and transportation needs. The purpose of the 2013 survey is to measure progress toward traffic reduction goals, to determine public awareness of the many commute programs and incentives available, and to learn which incentives would further encourage residents and employees to use commute alternatives.

Methodology

Using random digit dialing in the evenings and on weekends, Pleasanton residents were surveyed over the phone. A total of 351 residents completed a 10-minute survey. To participate in the survey, respondents had to work at least part-time outside the home.

The data from the phone portion of the research is considered statistically valid; due to the similarities in methodology, the data is comparable to data from the phone surveys conducted in 2006 and 2009. The sample is representative, meaning that we can extrapolate from these results to the working population of Pleasanton as a whole.

Employees at fourteen of the largest employers in Pleasanton participated in the survey. Employees had the option of taking the survey on paper or online; most took it online. Among the 1,816 who completed the survey, 1,608 took the online survey and 208 took the paper survey. The overall response rate is 25% among 7,374 employees, significantly higher than the 18% response rate from the last survey in 2009. To improve the response rate, employees who completed the survey could choose to be entered in a raffle for prizes such as transit tickets and gas cards. A list of participating employers is included in the Appendix.

The questionnaires for the two populations are slightly different. The telephone survey among residents was administered during July 2013 and the paper/online survey was administered during July and August 2013.

Thirty-eight percent of residents reported that they also worked in Pleasanton. This is a notable increase from 2009, when only 29% also worked in the city. Among the employee respondents, 22% also lived in Pleasanton, similar to 2009. As more employees work locally, it affects transportation planning and allocation of resources.

Data in this report is presented in tables. Percentages may not total 100% due to rounding. "Residents" refers to those who completed telephone surveys. "Employees" refers to those who completed paper or online questionnaires. Both resident and employee questionnaires are included at the end of this report.

Summary of Results

- The drive-alone rate has been on a downward trend since 2006 and 2009 among both residents and employees. Among employees, the improvement is driven mostly by increased prevalence of telecommuting.
- The average commute among residents is 20 miles and takes 33 minutes. Employees travel an average of 21 miles and their commutes take 36 minutes.
- Since 2009, employees and residents have shifted work schedules so that more people work full-time.
- As in past years, most employees and residents travel to and from work during a two-hour period in the morning and evening.
- Solo drivers are most likely to consider telecommuting and carpooling as commute alternatives.
- The most popular ridesharing incentives are financial incentives, transit routes and schedules that match those of commuters, improved biking and walking routes, and a guaranteed ride home.
- Awareness of Transportation Demand Management (TDM) programs varies; 511 is well-known but Pleasanton programs such as Guaranteed Ride Home are less well-known.

Employment

Employment Status

Respondents had to be employed to qualify for the survey. Among residents, 78% work full-time, 3% work a compressed schedule, and 19% work part-time (Table 1). These results are similar to 2009.

Most employees (89%) work full-time, 3% work a compressed schedule, such as 4 10-hour days per week. Eight percent work part-time. Since 2009, the proportion of employees with full-time jobs has increased; fewer employees are working part-time.

Table 1 - Employment Status

| Employment Status | Residents | Employees |
|--|-----------|-----------|
| Employed full time | 78% | 89% |
| Employed part-time 20+hours | 12% | 7% |
| Employed part time, less than 20 hours | 7% | 1% |
| Compressed schedule | 3% | 3% |
| Total | 100% | 100% |

Commute Behavior

Commute Mode

Most Pleasanton residents (80%) drive alone to work. (Note that drive alone includes motorcycles.) Ten percent take BART and 3% carpool or vanpool. Five percent of residents walk or bicycle to work (*Table 2*). Compared to 2006 and 2009, fewer residents are driving alone; the proportion dropped from 88% to 84% and now 80%. This coincides with more residents saying they work in Pleasanton, and the significant increase in walking and bicycling to work.

The incidence of solo driving among employees is 71% in 2013, a substantial decrease from 78% in 2009 and 84% in 2006. The change is almost entirely attributable to an increase in telecommuting. Compared to residents, employees are less likely to drive alone (71% vs. 79%). However, employees are much less likely to take BART.

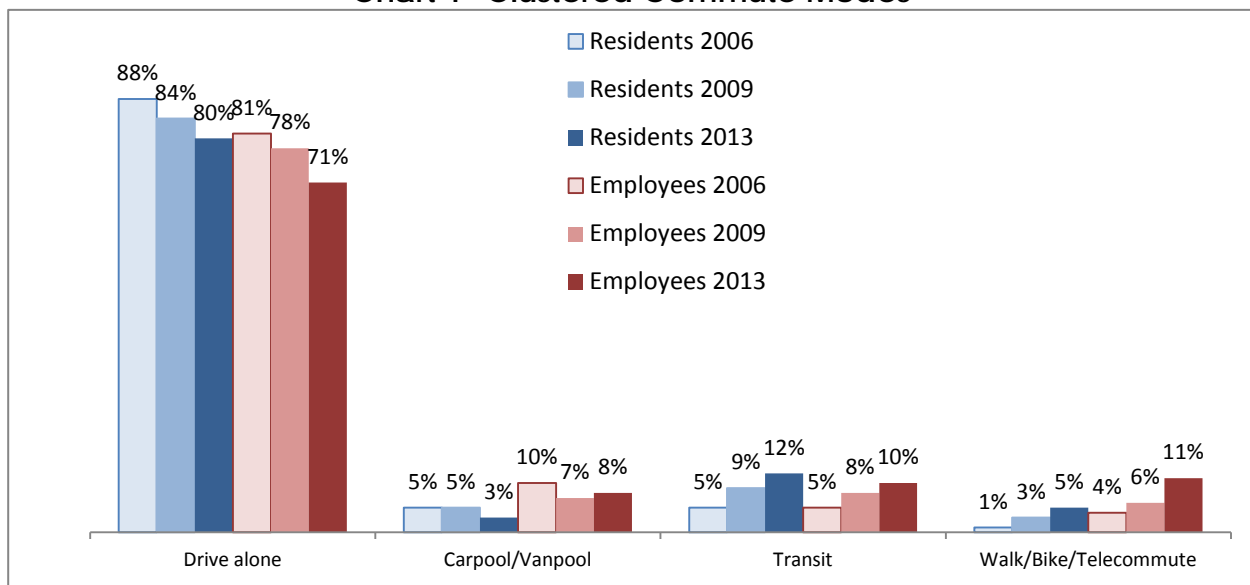
Table 2 – Commute Modes

| Mode | Residents | Employees |
|-----------------|-----------|-----------|
| Drive alone | 79% | 71% |
| Telecommute | - | 8% |
| Carpool/Vanpool | 3% | 8% |
| BART | 10% | 5% |
| WHEELS | 1% | 4% |
| Bicycle | 2% | 2% |
| ACE | 1% | 1% |
| Walk | 3% | 1% |
| Motorcycle | 1% | 1% |
| Day off/other | 1% | - |
| Total | 100% | 100% |

To participate in the survey, residents are screened to be sure that they work outside the home. This reduces the proportion of telecommuters, but allows us to maintain comparability with previous surveys. In addition, the city doesn't have much influence over telecommuting, except among its own employees. Results of this survey are used to develop and measure use of other commute alternatives.

The incidence of solo driving is dropping among both residents and employees. For both groups, transit use is at an all-time high, as is the use of "other" modes including walking, biking and, among employees, especially telecommuting. Use of carpools and vanpools varies. As more people live and work in Pleasanton, use of vanpools would naturally decline, as they typically make financial sense only at longer distances. (Chart 1)

Chart 1- Clustered Commute Modes



Neither residents nor employees vary their commute modes much from day to day. Tables 3 and 4 show daily commute modes among residents and employees.

Table 3 – Daily Commute Modes among Residents

| Mode | Average | Mon | Tues | Wed | Thurs | Fri |
|-----------------|-------------|------|------|------|-------|------|
| Drive alone | 79% | 79% | 79% | 80% | 80% | 80% |
| BART | 10% | 10% | 10% | 10% | 9% | 9% |
| Carpool/Vanpool | 3% | 3% | 3% | 3% | 3% | 3% |
| Walk | 3% | 3% | 3% | 3% | 3% | 3% |
| ACE | 1% | 1% | 1% | 1% | 1% | 1% |
| WHEELS | 1% | 1% | 1% | 1% | 1% | 1% |
| Bicycle | 1% | 1% | 1% | 1% | 2% | 1% |
| Motorcycle | 1% | 1% | 1% | 1% | 1% | 1% |
| Telecommute | - | - | - | - | - | - |
| Day off/other | 1% | 1% | 1% | 1% | 1% | 1% |
| Total | 100% | 100% | 100% | 100% | 100% | 100% |

Table 4 – Daily Commute Modes among Employees

| Mode | Average | Mon | Tues | Wed | Thurs | Fri |
|-----------------|-------------|------|------|------|-------|------|
| Drive alone | 69% | 69% | 72% | 71% | 72% | 60% |
| Telecommute | 8% | 9% | 3% | 5% | 4% | 21% |
| Carpool/Vanpool | 7% | 7% | 8% | 8% | 8% | 6% |
| BART | 5% | 5% | 6% | 5% | 6% | 3% |
| WHEELS | 3% | 3% | 4% | 3% | 3% | 2% |
| Bicycle | 2% | 1% | 2% | 2% | 2% | 1% |
| ACE | 1% | 1% | 1% | 1% | 1% | 1% |
| Walk | 1% | 1% | 1% | 1% | 1% | 1% |
| Motorcycle | 1% | 1% | 1% | 1% | 1% | - |
| Day off/other | 4% | 4% | 3% | 3% | 3% | 5% |
| Total | 100% | 100% | 100% | 100% | 100% | 100% |

Transit/HOV Access Mode

Sixteen percent of residents use transit or carpool/vanpool to work. The most common mode way to get to the transit station or pick-up spot is to drive alone (88%), followed by walking or carpooling (5% each). The trip to a transit station or stop can be a significant source of emissions, so is important to factor into trip reduction calculations. Table 5 shows how people get to transit stops or carpool/vanpool pick-up points.

Among employees who carpool or use transit, the most common way to get to the transit stop or pick-up point is still driving alone (41%); the proportion didn't change from 2009. As in past years, residents are more likely to drive alone to the transit stop or pick-up point, while employees are more likely to walk or carpool.

Table 5 – Trip to Transit Stop or Carpool/Vanpool Pick-up Point

| Mode | Residents | Employees |
|-------------|-----------|-----------|
| Drive alone | 88% | 41% |
| Walk | 5% | 22% |
| Carpool | 5% | 13% |
| Bike | 2% | 3% |
| Home/other | - | 14% |
| Bus | - | 6% |
| Total | 100% | 100% |

Vehicles and Size of Carpool/Vanpool

Among all resident drivers, including those who are in carpools and vanpools, the most common vehicle type is a small to mid-sized car (55%). Table 6 shows the common types of vehicles. Employees are similar. Two-thirds drive small to mid-sized cars (65%).

Table 6 – Types of Vehicles

| Mode | Residents | Employees |
|-------------------------------------|-----------|-----------|
| Small to mid-sized car (not hybrid) | 55% | 65% |
| Truck/SUV (not hybrid) | 32% | 26% |
| Hybrid (all models) | 8% | 8% |
| Electric (all models) | 1% | 3% |
| Other | 4% | - |
| Total | 100% | 100% |

Among residents who carpool, most are in 2-person carpools (62%). Fifteen percent are in 3-person carpools and 23% are in 4-person carpools. The average carpool size is 2.5 people.

The carpool/vanpool picture is similar for employees. Three-quarters are in 2-person carpools. Fourteen percent are in 3-person carpools, and 11% are in carpools or vanpools that have 4 or more people. The average carpool size is 2.4 people.

Commute Patterns

Arrival and Departure Times

As in past years, four out of five residents start work between 7 a.m. and 10 a.m., with the greatest proportion (38%) starting work between 8 a.m. and 9a.m. Two-thirds (67%) leave work between 4 p.m. and 7p.m.

Three-quarters of Pleasanton employees (72%) start work in the two-hour period between 7 a.m. and 9 a.m. Most (67%) leave work in the two hours from 4:00 p.m. to 6:00 p.m. Tables 7 and 8 show work arrival and departure times.

Table 7 - Work Arrival Times

| Arrival Time | Residents | Employees |
|-------------------------|------------------|------------------|
| Before 6:00 a.m. | 3% | 3% |
| 6:00 a.m. to 6:59 a.m. | 7% | 7% |
| 7:00 a.m. to 7:59 a.m. | 24% | 27% |
| 8:00 a.m. to 8:59 a.m. | 38% | 45% |
| 9:00 a.m. to 10:00 a.m. | 20% | 14% |
| 10:01 a.m. or later | 8% | 4% |
| Total | 100% | 100% |

Table 8 - Work Departure Times

| Departure Time | Residents | Employees |
|------------------------|------------------|------------------|
| Before 3:00 p.m. | 11% | 4% |
| 3:00 p.m. to 3:59 p.m. | 12% | 9% |
| 4:00 p.m. to 4:59 p.m. | 18% | 25% |
| 5:00 p.m. to 5:59 p.m. | 31% | 44% |
| 6:00 p.m. to 6:59 p.m. | 19% | 13% |
| 7:00 p.m. or later | 10% | 6% |
| Total | 100% | 100% |

Work Location

Among residents, the most common work location is Pleasanton, destination of 38% of respondents. As noted earlier, this is a significant increase from 29% in 2009. The next most common work locations among residents are San Francisco (10%), Livermore and San Jose (6% each). Top destinations, accounting for 86% of residents, are shown in Table 9.

Table 9 – Work Sites among Residents

| Work Site | Residents |
|---------------|-----------|
| Pleasanton | 38% |
| San Francisco | 10% |
| Livermore | 6% |
| San Jose | 6% |
| Fremont | 5% |
| Oakland | 5% |
| San Ramon | 5% |
| Santa Clara | 4% |
| Sunnyvale | 3% |
| Hayward | 2% |
| Milpitas | 2% |

Home Location

Employees are most likely to live in Pleasanton (16%), Livermore (10%), San Ramon (6%) or Dublin (6%). Home locations are similar to previous years. Top home locations, representing 75% of the respondents, are shown in Table 10.

Table 10 – Home Locations among Employees

| Home Location | Employees |
|---------------|-----------|
| Pleasanton | 16% |
| Livermore | 10% |
| San Ramon | 6% |
| Dublin | 6% |
| Walnut Creek | 4% |
| Oakland | 4% |
| Hayward | 4% |
| Tracy | 3% |
| Fremont | 3% |
| San Francisco | 3% |
| Concord | 3% |
| Danville | 3% |
| Castro Valley | 3% |
| San Jose | 2% |
| San Leandro | 2% |
| Alameda | 1% |
| Antioch | 1% |
| Brentwood | 1% |

Commute Distance

Employed residents travel an average of 20 miles to their worksites, with 29% traveling 5 miles or less. This is the same average as in 2009. While more people

are working in Pleasanton and traveling less than 5 miles, a few people travel much farther than 40 miles.

People traveling to Pleasanton to work have an average commute distance of 21 miles, similar to past years. One-third of respondents travel less than 10 miles to work. Table 11 shows the commute distance among residents and employees.

Table 11 - Commute Distance

| Commute Distance | Residents | Employees |
|-------------------------|------------------|------------------|
| 0 - 5 miles | 29% | 19% |
| 6 - 10 miles | 11% | 15% |
| 11 -20 miles | 15% | 20% |
| 21 - 40 miles | 39% | 34% |
| More than 40 miles | 5% | 11% |
| Total | 100% | 100% |

Commute Time

Residents report that their 20 mile commutes take an average of 33 minutes. This is a decrease from 37 minutes in 2009, returning almost to the 2006 average of 32 minutes.

Employees, traveling an average of 21 miles, say their commutes take an average of 36 minutes, a six-minute increase over 2009. Table 12 shows the commute time among residents and employees.

Table 12 - Commute Time

| Commute Time | Residents | Employees |
|----------------------|------------------|------------------|
| 0 - 15 minutes | 34% | 28% |
| 16 - 30 minutes | 21% | 28% |
| 31 - 45 minutes | 20% | 18% |
| 46 - 60 minutes | 17% | 13% |
| More than 60 minutes | 8% | 13% |
| Total | 100% | 100% |

Stops En Route To and From Work

In 2013, fewer residents stop on their way to and from work. Only 21% stop on their way to work, down from 29% in previous years. Thirty-eight percent stop on their way home, down from 42% in 2009. Fewer stops make carpooling and vanpooling easier.

The most common reason for stopping is to shop or run an errand, but a significant percentage drop off and pick up children. "Other" includes stopping for coffee or gas. Table 13 shows the reasons that people stop on the way to and from work.

Table 13 – Stops on Way To and From Work - Residents

| Reason for Stop | To Work | From Work |
|------------------------|----------------|------------------|
| Shopping/Errand | 51% | 80% |
| Drop off/Pick-up child | 23% | 12% |
| Other reason | 26% | 12% |
| Gym/workout | 4% | 8% |
| Drop off/Pick-up adult | 1% | 2% |

Employees were much more likely than residents to make stops on their way to and from work (*Table 14.*) Over one-third (39%) make stops on their way to work, and 82% stop on their way home. Top reasons include shopping or errands and dropping off/picking up a child.

Table 14 – Stops on Way To and From Work -Employees

| Reason for Stop | To Work | From Work |
|------------------------|---------|-----------|
| Shopping/Errand | 33% | 75% |
| Drop off/Pick-up child | 55% | 28% |
| Gym/workout | 16% | 22% |
| Second job | 4% | 3% |
| School | 5% | 3% |
| Drop off/Pick-up adult | 6% | 3% |

Alternative Commute Modes

Use of Alternative Commute Modes

Respondents who drive alone to work three or more days per week were asked which commute alternatives they'd consider using at least one day per week. Residents mentioned an average of 1.2 alternative modes. The most popular alternative was telecommuting, followed by carpooling.

The most popular commute alternative among people who work in Pleasanton is telecommuting (58%), followed by carpooling/vanpooling (44%), BART (26%) and bicycling (20%). Interest is much higher than it was in 2009. Respondents would consider an average of 1.8 alternatives. Table 15 on the following page shows the alternative commute modes that residents and employees would consider.

Table 15 - Alternative Commute Mode Considered

| Potential Mode | Residents | Employees |
|-----------------|-----------|-----------|
| Telecommute | 34% | 58% |
| Carpool/vanpool | 28% | 44% |
| BART | 18% | 26% |
| Bicycle | 17% | 20% |
| WHEELS/bus | 8% | 20% |
| Walk | 8% | 4% |
| ACE rail | 5% | 6% |

Encouraging Alternative Commute Modes

Solo drivers were asked which programs and services would encourage them to use a variety of commute modes. Table 16 on the following page shows that people *who said they might carpool or vanpool* were most enthusiastic about help finding a partner (26%), followed by a Guaranteed Ride Home service (22%) and financial incentives (22%). One-quarter of residents who said they might carpool or vanpool (26%) said they weren't interested in doing it at this time.

Employees are most interested in financial incentives (32%), followed by a Guaranteed Ride Home service (30%) and help finding a partner (26%). Nearly half of employees who said they'd be interested in carpooling or vanpooling don't want to do it right now.

Table 16 - Incentives to Carpool/Vanpool

| Incentive to Rideshare | Residents | Employees |
|--|------------------|------------------|
| Financial incentives | 22% | 32% |
| Guaranteed ride home in an emergency | 22% | 30% |
| Help finding partners to carpool or vanpool | 26% | 26% |
| Offer automotive care benefits to carpools and vanpools (car wash, oil change, etc.) | 6% | 16% |
| Use of a company car during work day | 6% | 14% |
| More information about carpooling and vanpooling | 4% | 10% |
| Special parking for carpools/vanpools | 1% | 7% |
| Services at work (like ATM, dry cleaning, convenience store) | - | 7% |

Among the residents who were willing to use transit, the best incentive would be service that matched their route and schedule (41%). Table 17 on the following page shows that people were also enthusiastic about a Guaranteed Ride Home service (13%) and more reliable service (11%). As with carpooling and vanpooling, one-quarter of those who said they could use transit (24%) aren't ready now.

Employees are also most interested in transit service that matches their route and schedule (46%) followed by help paying for transit passes (27%).

Guaranteed Ride Home service interests 23%. Thirty-six percent of those who said they'd use transit don't want to use it now.

Table 17 - Incentives to Use Public Transit

| Incentive to Rideshare | Residents | Employees |
|--|------------------|------------------|
| Service that matched my route and schedule | 41% | 46% |
| Help paying for transit passes | 7% | 27% |
| Guaranteed ride home in an emergency | 13% | 23% |
| More reliable service | 11% | 20% |
| A special bus, shuttle, or van connecting the transit stop | 7% | 20% |
| Transit passes sold at work | 1% | 11% |
| Use of company car during work day | 5% | 9% |
| Feel more safe waiting for or riding transit | 1% | 7% |
| More information about schedules and routes | 1% | 6% |
| Prizes or contests | 5% | 5% |

Among the residents who were willing to bike and walk to work, the most commonly cited incentive was better paths or routes for biking and walking (25%). Table 18 on the following page shows that people were also enthusiastic about a Guaranteed Ride Home service (8%). A large proportion said "other;" responses here included weather cooperating, and the need for a bike. Fourteen percent who could walk or bike to work aren't ready now.

Compared to residents, employees are slightly more interested in most incentives to walk or bike to work. The top incentive would be better paths or routes for biking or walking (24%). Sixty-two percent of those who could walk or bike to work don't want to start doing it now.

Table 18 - Incentives to Bike or Walk to Work

| Incentive to Rideshare | Residents | Employees |
|--|------------------|------------------|
| Better paths or routes for walking and biking | 25% | 24% |
| Financial incentives for walking and biking | 6% | 13% |
| Shower/change rooms available at work place | 6% | 12% |
| Guaranteed ride home in an emergency | 8% | 12% |
| Secure and safe bike parking | 5% | 11% |
| Information on nearby bike and walking routes | 5% | 7% |
| Onsite bike tune ups | 2% | 6% |
| Financial assistance for buying a bike | 2% | 6% |
| Help finding partners for walking and biking | 5% | 5% |
| Prizes or contests | 2% | 4% |
| Services at work (like ATM, dry cleaning, convenience store) | 2% | 3% |
| More information about riding bikes safely with traffic | 5% | 3% |

Residents were asked if there were anything else that would encourage them to rideshare. Many wished that transit served their commute, or they wanted door-to-door service. Several mentioned telecommuting. Complete responses are included in the Appendix.

Awareness of TDM Programs

The "511" commuter transportation phone number and website are relatively well known among residents, with 22% aware of the phone number, 41% aware of the website, and 17% aware of the 511 Ridematching services. Awareness of these 511 services spiked in 2009 and now has fallen back to 2006 levels. One-fifth of residents know about the Rides to School program. Only 11% are aware of the Guaranteed Ride Home program (Table 19).

Compared to residents, employees are much more aware of most TDM programs. Three-quarters know about 511. Relatively few employees know about the Pleasanton-specific programs like Rides to School and Commendable Commutes.

Table 19 – Awareness of TDM Programs

| TDM Program | Residents | Employees |
|---|------------------|------------------|
| Commuter Website 'www.511.org' | 41% | 77% |
| Commuter telephone line '511' | 22% | 35% |
| Pleasanton's Rides to School Program | 21% | 9% |
| 511 Ridematching services | 17% | 23% |
| Pleasanton Try Transit Program | 14% | 7% |
| Guaranteed Ride Home Program | 11% | 21% |
| Commuter Choice tax benefits | 10% | 12% |
| Pleasanton Commendable Commutes Program | 5% | 7% |

Factors in Use of Commute Alternatives

Respondents were asked which factors might have caused them to use ridesharing alternatives or increase their use of ridesharing alternatives in the last year. Residents were most likely to mention the cost of solo driving (19%) and concern for the environment (18%).

Employees were much more likely to mention the cost of driving alone (65%), and cited all factors much more than did residents. Table 20 on the following page shows factors in use of commute alternatives.

Table 20 – Factors in Use of Commute Alternatives

| Factor | Residents | Employees |
|--|------------------|------------------|
| Your cost of driving alone (gas, maintenance, insurance, etc.) | 19% | 65% |
| The economy | 11% | 39% |
| Concern over the environment | 18% | 34% |
| Change in employment | 11% | 17% |
| Increased awareness of available commute alternatives | 10% | 16% |

Costs of Commuting

Residents and employees were asked how much they budget for their monthly commute. Table 21 shows that for residents, solo drivers spend more than carpoolers and vanpoolers. Often, carpoolers and vanpoolers are motivated to rideshare because they have longer than average commutes. This table also shows us that transit riders say they spend the most. However, this may just be because their costs are visible, in the form of a transit fare. Solo drivers may not have factored in the true costs of driving, including insurance, maintenance and repair.

Among employees, every mode has a similar cost except those who walk and bike to work. The money this group spends is probably for expenses on days when they can't bike or walk.

Table 21 – Average Monthly Costs of Commuting

| Primary Commute Mode | Residents | Employees |
|-----------------------------|------------------|------------------|
| Drive alone | \$170 | \$180 |
| Carpool/Vanpool | \$150 | \$180 |
| Transit | \$203 | \$178 |
| Walk/Bicycle/Telecommute | \$36 | \$52 |

Specific Congestion Areas

Residents who work outside of Pleasanton, and employees who live outside Pleasanton were asked which streets they use to travel from Pleasanton. As in past years, Bernal Avenue is the most commonly used freeway entrance and exit. Table 22 shows the primary streets used to access the freeway.

Table 22 – Primary Street among Residents Who Work Elsewhere

| Primary Street | To Work | Going Home |
|-----------------------|----------------|-------------------|
| Bernal Avenue | 28% | 26% |
| Stoneridge Drive | 18% | 16% |
| Santa Rita Road | 18% | 17% |
| Hopyard Road | 11% | 13% |
| Foothill Road | 9% | 11% |
| Sunol Blvd | 8% | 9% |
| Stanley Boulevard | 4% | 4% |
| Hacienda Drive | 3% | 3% |
| Vineyard Avenue | 2% | 2% |

As in past years, traffic patterns are much different for employees. Hacienda Drive and Hopyard Road are most commonly used, while Bernal is hardly used at all (*Table 23*).

Table 23 – Primary Street among Employees Who Live Elsewhere

| Primary Street | To Work | Going Home |
|-----------------------|----------------|-------------------|
| Hacienda Drive | 35% | 33% |
| Hopyard Road | 28% | 25% |
| Stoneridge Drive | 17% | 23% |
| Stanley Boulevard | 7% | 6% |
| Foothill Road | 5% | 4% |
| Santa Rita Road | 4% | 5% |
| Bernal Avenue | 3% | 3% |
| Vineyard Avenue | 1% | 0% |
| Sunol Boulevard | 0% | 0% |

Conclusions and Recommendations

The drive-alone rate among residents and employees has dropped since the 2006 and 2009 surveys. Seventy-one percent of Pleasanton employees drive alone compared to 79% of employed residents.

Most of the change among employees is driven by an increase in telecommuting. Commute distance and time, on-site amenities, stops en route...all of these mean little if the employee is telecommuting. The City should continue to promote telecommuting.

This decrease in solo driving is important; communities rarely see significant changes in commute modes in a short period of time. While the drop among employees of large employers may be explained by variations in the group of employers who participate each year, the results among residents are comparable from survey to survey. In 2006, 88% of employed residents drove alone to work; now only 79% drive alone.

Since residents were selected to participate only if they had jobs outside the house, many potential telecommuters, or partial telecommuters may have kept themselves out of the study. The residential drive-alone rate may be even lower.

As in past years, the most appealing ridesharing alternatives are carpooling and telecommuting. Commuters are aware of 511 and its services, but don't seem to translate this awareness into action. In contrast, they seem relatively unaware of Pleasanton's TDM programs. Employees and residents say the Guaranteed Ride Home program would encourage them to rideshare, but they don't know the incentive exists. Publicizing this one program could have a significant impact on the drive-alone rate.

Appendix

Participating Employers

| Company | Employees |
|---|--------------|
| 1st United Services Credit Union | 110 |
| Alameda County Department of Child Support Services | 210 |
| City of Pleasanton | 510 |
| The Clorox Company | 694 |
| Cooper Bussman | 33 |
| Dahlin Group | 101 |
| Gap Inc. | 200 |
| Hilton Pleasanton at the Club | 130 |
| IntegenX Inc. | 130 |
| iTradeNetwork, Inc. | 116 |
| JC Penney | 140 |
| Kaiser Permanente Tech Campus | 3,400 |
| Kaiser Permanente | 400 |
| Workday | 1,200 |
| Total | 7,374 |

Roche Molecular Devices

Roche Molecular Devices conducted an independent transportation survey just before the city's survey. Rather than re-survey their employees, they shared their results. Employees are comparable to other large employers, with a similar rate of solo driving. Telecommuting is an important part of the city's transportation solution, and Roche didn't include this option in their research. Roche is actively trying to improve their employees' transportation options, and is a good partner with Hacienda and the City of Pleasanton.

Sample Employer Paper Survey



2013 EMPLOYEE COMMUTE SURVEY

Please complete this survey and return it to your supervisor by **Friday, August 9, 2013**.

1. What is your home ZIP code? _____
2. What is the one-way distance from your home to the place you work? _____ Miles
3. How long does it take you to get to work on a typical day? _____ Minutes
4. What time do you usually start work?
☐ Before 6:00 am ☐ 7:00-7:59 am ☐ 9:00-9:59 am
☐ 6:00-6:59 am ☐ 8:00-8:59 am ☐ 10:00 am or later
5. What time do you usually leave work?
☐ Before 3:00 pm ☐ 4:00-4:59 pm ☐ 6:00-6:59 pm
☐ 3:00-3:59 pm ☐ 5:00-5:59 pm ☐ 7:00 pm or later
6. What is your usual work schedule?
☐ Full-Time: 40 or More Hours
☐ Compressed Work Week (4/40, 9/80)
☐ Part-Time: 20 or More Hours
☐ Part-Time: Less Than 20 Hours
7. How do you usually travel to work each day of the week?
From the list below, indicate the appropriate number on the line for each day of the week. If you use more than one method of transportation, choose the one that accounts for the longest distance of your trip.

| | |
|----------------|-----------------|
| 1. Drive alone | 7. Other Bus |
| 2. Carpool | 8. Bicycle |
| 3. Vanpool | 9. Walk |
| 4. BART | 10. Motorcycle |
| 5. WHEELS | 11. Telecommute |
| 6. ACE | 12. Other |

Monday _____ Tuesday _____ Wednesday _____ Thursday _____ Friday _____

8-9. Do you stop for other purposes on the way to or from work? Please check all that apply.

On way TO work

- _____ Drop off child
- _____ Drop off adult
- _____ Shop/errand
- _____ Gym/workout
- _____ School
- _____ Second job
- _____ Other

On way HOME

- _____ Pick up child
- _____ Pick up adult
- _____ Shop/errand
- _____ Gym/workout
- _____ School
- _____ Second job
- _____ Other

If you are in a Carpool, Vanpool or use Public Transit, continue to Question 10. Otherwise, go to Question 12.

10. If you commute to work in a carpool or vanpool, how many people are in the vehicle (including yourself)? _____



2013 EMPLOYEE COMMUTE SURVEY

11. How do you get to the transit station or pick-up point?

- | | |
|--|--|
| <input type="checkbox"/> 1 Drive Alone | <input type="checkbox"/> 5 Take a Shuttle |
| <input type="checkbox"/> 2 Carpool (2-6 people) | <input type="checkbox"/> 6 Ride a Motorcycle |
| <input type="checkbox"/> 3 Vanpool (7-15 people) | <input type="checkbox"/> 7 Bike |
| <input type="checkbox"/> 4 Public Transit | <input type="checkbox"/> 8 Walk |

12. If you currently drive to work, what kind of vehicle do you drive?

- ☐ 1 Small to mid-sized car (not hybrid)
- ☐ 2 Truck/SUV (not hybrid)
- ☐ 3 Hybrid (all models)
- ☐ 4 Electric (all models)

If you currently drive ALONE to work, continue to Question 13. Otherwise, skip to Question 17.

13. Which of the following travel modes would you be willing to try? Select up to 3.

- | | |
|------------------------------------|--|
| <input type="checkbox"/> 1 Carpool | <input type="checkbox"/> 5 ACE |
| <input type="checkbox"/> 2 Vanpool | <input type="checkbox"/> 6 Bike |
| <input type="checkbox"/> 3 Bus | <input type="checkbox"/> 7 Walk |
| <input type="checkbox"/> 4 BART | <input type="checkbox"/> 8 Work at home for a regular work day |

14. Which of the following would encourage you to carpool or vanpool? Select up to 3.

- ☐ 1 Help finding partners to carpool or vanpool
- ☐ 2 Guaranteed ride home in an emergency
- ☐ 3 Use of a company car during work day
- ☐ 4 Services at work (like ATM, dry cleaning, convenience store)
- ☐ 5 Financial incentives
- ☐ 6 Special parking for carpools/vanpools
- ☐ 7 More information about carpooling and vanpooling
- ☐ 8 Offer automotive care benefits to carpools and vanpools (car wash, oil change, etc.)
- ☐ 9 I'm not interested in carpooling or vanpooling at this time.
- ☐ 10 Other (please specify: _____)

15. Which of the following would encourage you to use public transit? Select up to 3.

- ☐ 1 More reliable service
- ☐ 2 Service that matched my route and schedule
- ☐ 3 Help paying for transit passes
- ☐ 4 Feel more safe waiting for or riding transit
- ☐ 5 A special bus, shuttle, or van connecting the transit stop with work
- ☐ 6 Guaranteed ride home in an emergency
- ☐ 7 Use of company car during work day
- ☐ 8 More information about schedules and routes
- ☐ 9 Prizes or contests
- ☐ 10 Transit passes sold at work
- ☐ 11 I'm not interested in using public transit at this time.
- ☐ 12 Other (please specify: _____)



2013 EMPLOYEE COMMUTE SURVEY

16. Which of the following would encourage you to bike or walk? Select up to 3.

- ☐ 1 Better paths or routes for walking and biking
- ☐ 2 Help finding partners for walking and biking
- ☐ 3 Information on nearby bike and walking routes
- ☐ 4 Onsite bike tune ups
- ☐ 5 More information about riding bikes safely with traffic
- ☐ 6 Secure and safe bike parking
- ☐ 7 Guaranteed ride home in an emergency
- ☐ 8 Shower/change rooms available at work place
- ☐ 9 Services at work (like ATM, dry cleaning, convenience store)
- ☐ 10 Financial assistance for buying a bike
- ☐ 11 Prizes or contests
- ☐ 12 I don't know enough about biking or walking to work
- ☐ 13 Financial incentives for walking and biking
- ☐ 14 I'm not interested in biking at this time.
- ☐ 15 Other (please specify: _____)

17. Which of the following programs are you aware of? Check all that apply.

- ☐ 1 Pleasanton Commendable Commutes Program
- ☐ 2 Pleasanton Try Transit Program
- ☐ 3 Pleasanton's Rides to School Program
- ☐ 4 Commuter Website www.511.org
- ☐ 5 Guaranteed Ride Home Program
- ☐ 6 Commuter Choice tax benefits
- ☐ 7 511 Ridematching services
- ☐ 8 Commuter telephone line "511"

18. In the last year, have any of the following caused you to increase your use of one of the alternatives noted above? Please check all that apply.

- ☐ 1 The economy
- ☐ 2 Your cost of driving alone (gas, maintenance, insurance, etc.)
- ☐ 3 Change in employment
- ☐ 4 Concern over the environment
- ☐ 5 Increased awareness of available commute alternatives
- ☐ 6 Other _____

19-20. If you do NOT live in Pleasanton, please tell us what street you use, by placing an "X" in the box, to enter Pleasanton on your way to work, and going home from work.

| | To Work | Going Home |
|----------------------|---------|------------|
| 1. Bernal Avenue | | |
| 2. Foothill Road | | |
| 3. Hacienda Drive | | |
| 4. Hopyard Road | | |
| 5. Santa Rita Road | | |
| 6. Stanley Boulevard | | |
| 7. Stoneridge Drive | | |
| 8. Sunol Boulevard | | |
| 9. Vineyard Avenue | | |

21. How much do you budget for your *monthly* commute? \$ _____

END OF SURVEY. THANK YOU FOR YOUR PARTICIPATION.

(Optional) To be entered in a random drawing to win one of many prizes, provide your contact information below:

NAME _____ PHONE NO. _____ EMAIL _____

Residential Phone Survey Questions

2013 Pleasanton Residential Survey Questions

Screening

A. First, is this household in the city of Pleasanton?

- YES
NO

B. Is there anyone in the household who works outside the home, either full or part-time?

- YES
NO

C. And how many people there work full or part-time?

- ONE
More than one

D. I would like to interview the employed person in your household with the most recent birthday.

Survey

1. What is your work zipcode? _____

2. What is the distance one-way from your home to work? _____ Miles

3. How long does it take you to get to work on a typical day? _____ Minutes

4. What time do you usually start work?

- | | | |
|---|---------------------------------------|--|
| <input type="checkbox"/> Before 6:00 am | <input type="checkbox"/> 7:00-7:59 am | <input type="checkbox"/> 9:00-9:59 am |
| <input type="checkbox"/> 6:00-6:59 am | <input type="checkbox"/> 8:00-8:59 am | <input type="checkbox"/> 10:00 am or later |

5. What time do you usually leave work?

- | | | |
|---|---------------------------------------|---|
| <input type="checkbox"/> Before 3:00 pm | <input type="checkbox"/> 4:00-4:59 pm | <input type="checkbox"/> 6:00-6:59 pm |
| <input type="checkbox"/> 3:00-3:59 pm | <input type="checkbox"/> 5:00-5:59 pm | <input type="checkbox"/> 7:00 pm or later |

6. What is your usual work schedule?

1. Full-Time: 40 or More Hours
2. Compressed Work Week (4/40, 9/80)
3. Part-Time: 20 or More Hours
4. Part-Time: Less Than 20 Hours

7. How do you usually travel to work each day of the week?

So you <response> to work Monday through Friday?

If you use more than one method of transportation, choose the method that accounts for the longest distance of your trip.>

- | | |
|----------------|-----------------|
| 1. Drive alone | 7. Other Bus |
| 2. Carpool | 8. Bicycle |
| 3. Vanpool | 9. Walk |
| 4. BART | 10. Motorcycle |
| 5. WHEELS | 11. Telecommute |
| 6. ACE | 12. Other |

Monday _____ Tuesday _____ Wednesday _____ Thursday _____ Friday _____

8. Do you stop for other purposes on the way to work?

- ____ Yes
____ No

If yes, why do you stop?

- ____ Drop-off Child
____ Drop-off Adult
____ Shop/Errand
____ Gym/workout
____ Other

Residential Phone Survey Questions (cont'd)

9 Do you stop for other purposes on the way home?

- ☐ Yes
☐ No

If yes, why do you stop?

- ☐ Pick-up Child
☐ Pick-up Adult
☐ Shop/Errand
☐ Gym/workout
☐ Other

10. If you commute to work in a carpool or vanpool, how many people are in the vehicle (including yourself)? _____

11. How do you get to the transit station or pick-up point?

- | | |
|--|--|
| <input type="checkbox"/> Drive Alone | <input type="checkbox"/> Take a Shuttle |
| <input type="checkbox"/> Carpool (2-6 people) | <input type="checkbox"/> Ride a Motorcycle |
| <input type="checkbox"/> Vanpool (7-15 people) | <input type="checkbox"/> Bike |
| <input type="checkbox"/> Public Transit | <input type="checkbox"/> Walk |

12. If you currently drive to work, what kind of vehicle do you drive?

- ☐ Small to mid-sized car (not hybrid)
☐ Truck/SUV (not hybrid)
☐ Hybrid (all models)
☐ Electric (all models)

13. Which of the following commute alternatives would you consider using at least one day per week?

- ☐ Carpool
☐ Vanpool
☐ Telecommute
☐ Bus
☐ BART
☐ ACE
☐ Walk
☐ Bike

14. Which of the following would encourage you to carpool or vanpool? Select up to 3.

- ☐ Help finding partners to carpool or vanpool
☐ Guaranteed ride home in an emergency
☐ Use of a company car during work day
☐ Services at work (like ATM, dry cleaning, convenience store)
☐ Financial incentives
☐ Special parking for carpools/vanpools
☐ More information about carpooling and vanpooling
☐ Offer automotive care benefits to carpools and vanpools (car wash, oil change, etc.)
☐ I'm not interested in carpooling or vanpooling at this time.
☐ Other (please specify: _____)

15. If you drive alone to work, what would encourage you to use public transit? Select up to 3.

- ☐ More reliable service
☐ Service that matched my route and schedule
☐ Help paying for transit passes
☐ Feel more safe waiting for or riding transit
☐ A special bus, shuttle, or van connecting the transit stop with work
☐ Guaranteed ride home in an emergency
☐ Use of company car during work day
☐ More information about schedules and routes
☐ Prizes or contests
☐ Transit passes sold at work
☐ I'm not interested in using public transit at this time.
☐ Other (please specify: _____)

Residential Phone Survey Questions (cont'd)

16. If you drive alone to work, what would encourage you to bike or walk? Select up to 3.

- ☐ 1□ Better paths or routes for walking and biking
- ☐ 2□ Help finding partners for walking and biking
- ☐ 3□ Information on nearby bike and walking routes
- ☐ 4□ Onsite bike tune ups
- ☐ 5□ More information about riding bikes safely with traffic
- ☐ 6□ Secure and safe bike parking
- ☐ 7□ Guaranteed ride home in an emergency
- ☐ 8□ Shower/change rooms available at work place
- ☐ 9□ Services at work (like ATM, dry cleaning, convenience store)
- ☐ 10□ Financial assistance for buying a bike
- ☐ 11□ Prizes or contests
- ☐ 12□ I don't know enough about biking or walking to work
- ☐ 13□ Financial incentives for walking and biking
- ☐ 14□ I'm not interested in biking at this time.
- ☐ 15□ Other (please specify: _____)

17. Is there anything else that would encourage you to use a commute alternative at least one day per week? _____

18. Which of the following programs are you aware of?

- ☐ 1□ Pleasanton Commendable Commutes Program
- ☐ 2□ Pleasanton Try Transit Program
- ☐ 3□ Pleasanton's Rides to School Program
- ☐ 4□ Commuter Website www.511.org
- ☐ 5□ Guaranteed Ride Home Program
- ☐ 6□ Commuter Choice tax benefits
- ☐ 7□ 511 Ridematching services
- ☐ 8□ Commuter telephone line "511"

19. In the last year, have any of the following caused you to increase your use of one of the alternatives noted above? Please check all that apply.

- ☐ 1□ The economy
- ☐ 2□ Your cost of driving alone (gas, maintenance, insurance, etc.)
- ☐ 3□ Change in employment
- ☐ 4□ Concern over the environment
- ☐ 5□ Increased awareness of available commute alternatives
- ☐ 6□ Other _____

20. What street do you use to leave Pleasanton on your way to work?

21. What street do you use to return to Pleasanton on your home from work?

| | To Work | Going Home |
|---------------------|---------|------------|
| 1.Bernal Avenue | | |
| 2.Foothill Road | | |
| 3.Hacienda Drive | | |
| 4.Hopyard Road | | |
| 5.Santa Rita Road | | |
| 6.Stanley Boulevard | | |
| 7.Stoneridge Drive | | |
| 8.Sunol Boulevard | | |
| 9.Vineyard Avenue | | |

22. How much do you budget for your *monthly* commute? \$ _____

M _____ F _____

Residents' Other Ridesharing Incentives

- ACE
- AN ACE DROPS ME RIGHT INFRONT OF MY JOB.
- ANYTHING THATS CHEAPER
- BEFORE I HAD CHILDREN I JUST TO TAKE THE BUS FIVE DAYS A WEEK
- BETTER WEATHER THAN I WILL BIKE MORE OFTEN.
- BUS
- CAN NOT THINK OF ANYTHING
- CARPOOL
- CARPOOL OTHER PEOPLE ON THE SAME SCHEDULE.
- CHEAP
- CHEAPER I GUESS AND MORE EFFICIENT.
- CLEANER FOR THE ENVIRONMENT.
- CLOSER JOB
- CONVENIENCE THAT ABOUT IT.
- EASY TRANSPORTATION SERVICE FROM THE PLACE OF PICK UP AND DROP OFF
- EFFICIENT, CLEAN
- FINANCIAL INCENTIVE
- GOOD WEATHER
- I AM ALREADY USING IT
- I AM USING
- I CAN NOT I TAKE PEOPLE
- I CANNOT THINK OF ANYTHING
- I CANT ALWAYS DO THAT
- I CARPOOL WITH MY OWN HUSBAND WE DRIVE ONE CAR WE TRY TO BE ON TOP OF IT FOR TWO REASONS TIME SAVING AND THE ENVIRONMENT.
- I DO COMMUTE I USE BART
- I DO SOMETIMES CARPOOL
- I DO TELECOMMUTE ONE DAY A WEEK
- I DONT KNOW TLECOMMUTING DEPENDS ON YOUR JOB.
- I DONT THINK SO BECAUSE I DONT JUST WORK FULL TIME BUT I WORK PART TIME AT OTHER THINGS TOO I REALLY NEED MY VEHICLE
- I GUEES BASED ON CONVENIENCE
- I GUESS COWORKER CARPOOL
- I GUESS I WOULD DEPEND ON WHAT COMMUTE.
- I THINK BART
- I TRY TO USE IT BUT ITS TIME CONSUMING, AND WALKING DOESNT WORK
- I WALK SO I DONT USE A COMMUTE ALTERNATIVE
- I WIIL ANY OF THEM IF I COULD GET THERE IN A HOUR
- I WOULD LOVE TO RIDE ON ONE OF THE GOOGLE BUSES THAT DROP ME OFF FIFTY YARDS AWAY FROM MY OFFICE
- I WOULD USE PUBLIC TRANSPORTATION IF IT WAS EASIER AND CONVENIENT
- IF BART RAN TO SAN JOSE I WOULD USE IT.
- IF BART WENT TO BENCIA

- IF EVERYTHING WAS ON TIME. THE BART IS EXPENSIVE SOMEONE HAS TO PICK ME UP SOMEONE HAS TO BRING ME BACK
- IF I HAD MORE TIME IN MY DAY
- IF IT RAINS I TOOK A CAR
- IF IT WAS A LITTLE MORE CONVENIENT
- IF IT WAS CHEAPER I MEAN I DO WISH THAT THERE WAS A BART TRAIN THAT I COULD USE BECAUSE I DO USE A LOT OF GAS AND IT IS DEFINITELY HUGE THAT IS PROBABLY WHAT I WOULD CHANGE.
- IF IT WAS IN-EXPENSIVE
- IF IT WERE MORE CONVENIENT. I WORK IN A RESIDENTIAL AREA AND THERE IS NOT ANY BUS SERVICES.
- IF THE BUS CAME BY MY HOUSE
- IF THE BUSES TO THE TRAIN STATION RUN MORE OFTEN.
- IF THERE SOMETHING AVAILABLE THAT TIME IN THE MORNING
- IF THERE WAS A FUNCTIONAL BUS SYSTEM
- IF THERE WAS SOMETHING THAT WOULD TAKE ME TO WHERE I WORK FROM WHERE I LIVE THEN I WOULD TAKE THE BART
- IF WE HAD EUROPEAN STYLE SCHEDULE
- INCENTIVES
- IT WOULD HAVE TO BE A DIRECT SHOT TO THE OFFICE
- ITS SO CLOSE
- JUST THE COMPANY BUS, IT HAS WIFI, CONVENIENCE MORE THAN ANYTHING
- JUST THE CONVENIENCE AND SCHEDULE WHEN I AM WORKING IT TAKES A LOT TIME TO GET TO THE TRAIN STATION. PROBABLY THE MAIN THING I WOULD TAKE PUBLIC TRANSIT STATION IF THAT WERE THE CASE
- JUST TO SAVE GAS.
- MAYBE BIKING
- MAYBE KNOWING BUS ROUTES BUS SCHEDULES IT WOULD IF THEY PUBLISH THEM IN THE NEWSPAPER OR IN THE PLEASANTON WEEKLY
- MONEY
- MONITORING
- MORE CONVENIENT WORKING HOURS
- MORE PARKING AT THE CAR PARK
- MORE RELIABLE SERVICE AND FEELING SAFE. HELP TO PAY THE TRANSPORTATION FROM WORK FROM MY EMPLOYER
- MORE TRAIN THAT RUN MORE OFTEN
- NO CONVENIENCE TOO. BETTER SCHEDULES CARPOOLING DOES NOT SEEM TO WORK SAFETY IS AN ISSUE AND THEN YOU KNOW THE COST
- NO I MEAN I WOULD IF NOT LIVE SO CLOSE.
- NO I THINK I DO A GOOD JOB ALREADY
- NO IT IS PRETTY DIFFICULT FOR ME TO DO THAT.
- NO IT IS REALLY HARD TO GET TO BART STATION
- NO IT WOULD HAVE TO BE SUPER CONVENIENT
- NO NOT REALLY BECAUSE THERE ARE KIDS INVOLVED.
- NO ONLY IF I HAD A JOB WAY ACROSS TOWN
- NO SCHEDULE IS NOT APPLICABLE. THAT DOOR TO DOOR IS TOO MUCH DRAMA.
- NO THE MOTORCYCLE IS THE COMMUTE ALTERNATIVE
- NO WALKING IS THE MOST EFFICIENT THING
- NO. PERSONAL FITNESS I MIGHT TAKE A BIKE. FOR HEALTH REASONS
- NOT REALLY BECAUSE I HAVE TO STOP AND DROP MY KIDS TO WORK AT THE TELECOMMUNTE DOES NOT PASS THERE.
- NOT REALLY I MEAN LIVE CONSIDERED BIKING ITS A SHORT RIDE

- NOT REALLY POSSIBLE WITH MY LINE OF WORK
- NOT REALLY. IF THERE WERE A BUS STOP NEAR MY HOUSE AND A GOOD BUS SCHEDULE.
- NOT REALLY BART IS A GOOD DEAL FOR ME
- ONE OF THE THINGS THAT MAKE ME TAKE THE DECISION IS THAT IS HARD TO FIND PARKING
- ONLY IF BART WERE SAFER AND CLEANER. I CONSIDER BART TO DIRTY AND BEING A SINGLE WOMAN SOMETIMES I DON'T FEEL SAFE ON BART.
- PRICE
- PROBABLY NOT
- RAIN
- REALLY NOT WHERE I WORK CAN NOT GET TO IT BY BART.
- REDUCE TRANSIT RATES
- RIGHT NOW MY WORK IS NOT ON A TYPICAL TRANSPORTATION
- ROUTE THAT WOULD GO TOWARDS MY WORK. IF I CAN GET BART TO MY WORK MORE RELIABLY, I WILL DEFINITELY TAKE IT.
- SOME TYPE OF SERVICE THAT WOULD TRANSIT FROM PLEASANTON TO CUPERTINO
- SURE MAYBE INCENTIVES TO USE PUBLIC TRANSITS A BETTER PRICE.
- THE FRONT DOOR PICK UP
- THE TRAIN DOES NOT GO TO WHERE I WORK
- THERE IS NO OTHER WAY THAT WOULD BE REASONABLE
- THERE IS NO PUBLIC TRANSPORTATION THE WAY I GO TO WORK
- THERE IS NO WAY TO COMMUTE THERE
- TO AVOID TRAFFIC
- TRANSIT
- WALK
- WEATHER NOT BEING SO HOT
- WELL I USE THE BART. I USE IT EVERYDAY.
- WELL I WALK WHEN I CAN AND I WALK MY SON TO SCHOOL. IF A HAVE ENOUGH TIME I WOULD.
- WELL IF THE BART DOES NOT RUN I HAVE TO DRIVE
- WELL SHORTER COMMUTE TIME
- WHAT I WOULD NEED IS A MORE RELIABLE SCHEDHULE ON MY WORK
- YES CHANGIN JOBS SO THAT I AM I CLOSER TO WORK.
- YES IT WOULD. A REGULAR WORK SCHEDULE.
- YES MORE PARKING AT BART. THAT IS REALLY IT THERE IS NO ENOUGH PARKING AT BART
- YES SOMEBODY PICK ME OUT AT MY HOME DOOR AND TAKE ME TO WORK